Approved For Release 2003/03/04: CIA-RDP78T05161A00/12,00010021-3 25X1 MAGERY ALYSIS IVISION PHOIOGRAPHIC INTELLIGENCE REPORT STATUS OF NORTH VIETNAMESE RAILROADS

Declass Review by NIMA/DOD

Report No. 10 CIA/PIR 75037

DATE Oct. 1966

Excluded from automatic downgrading and declassification

SECRET

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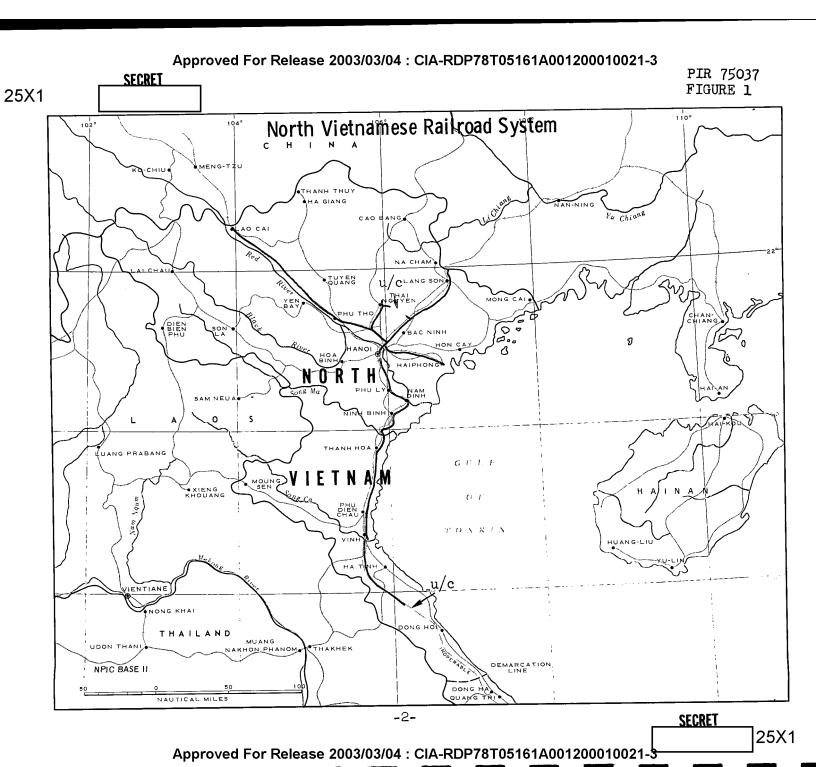
CIA IMAGERY ANALYSIS DIVISION

PREFACE

This report summarizes significant items of photo intelligence relating to the North Vietnamese railroad system which has been developed from available photography (received by the CIA Imagery Analysis Division) during the period indicated on the cover. This report is intended to provide a comprehensive view of the railroad system and does not necessarily reflect the most recent status changes as reported by pilots' reports or field photo intelligence cables.

The railroad system has been broken down into 5 major lines: the Hanoi/Lao Cai Line, the Hanoi/Dong Dang Line, the Hanoi/Haiphong Line, the Hanoi/Dong Hoi Line and the Thai Nguyen Line (Figure I). Annotated maps and photos are used to show the status of each line.

- 1 -



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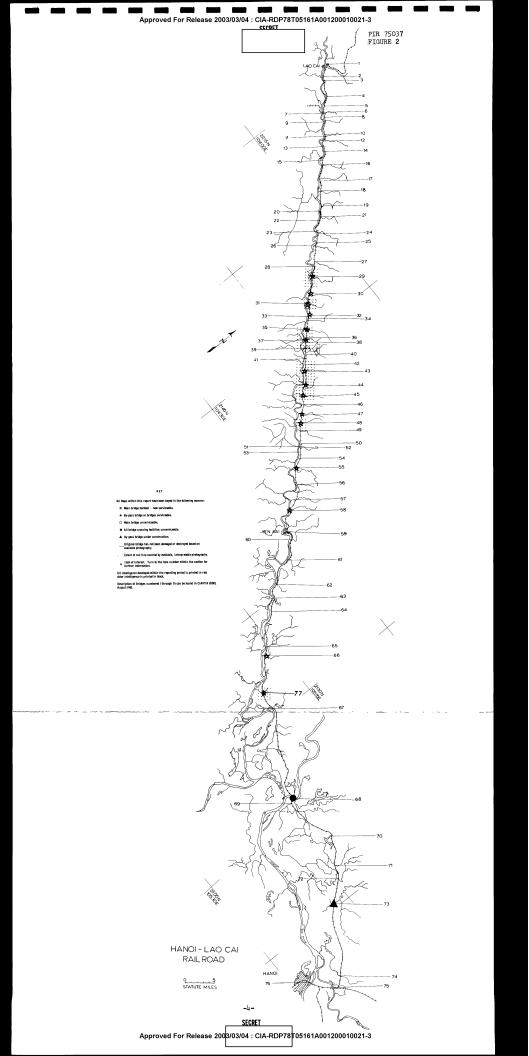
SUMMARY

Those segments of the Hanoi/Dong Dang Rail Line covered by interpretable photography were open to through traffic. Interdictions were observed at Lang Khay (22 OIN - 104 3IE) and Viet Tri (21 17N - 105 26E) on the Hanoi/Lao Cai Line. The Hanoi/Dong Hoi Line was interdicted in twelve places.

CONTENTS

Hanoi/Lao Cai Line	Page 4
Hanoi/Dong Dang Line	6
Hanoi/Dong Hoi Line	8
Hanoi/Haiphong Line	14
Thai Nguyen Line	15

- 3 **-**



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PIR - 75037

CIA IMAGERY ANALYSIS DIVISION

ITEM OF INTEREST NO. 1: Hanoi/Lao Cai Rail Line

NAME: Lang Khay RR Bridge

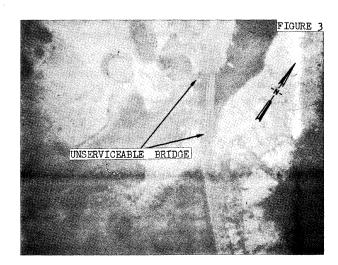
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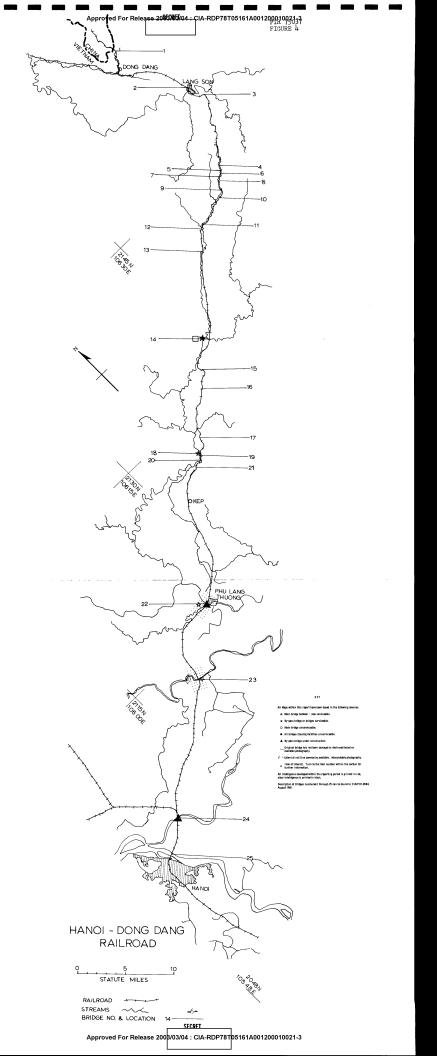
COORDINATES: 22 Oln - 104 31E, VV 509359

PHOTO REFERENCE:

MAP REFERENCE: JOG (G), 150, NF 48-6

Photography revealed that the Lang Khay Rail Road Bridge is unserviceable. All spans have been dropped and two piers and one abutment have been destroyed





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PIR - 75037

CIA IMAGERY ANALYSIS DIVISION

ITEM OF INTEREST NO. 1: Hanoi/Dong Dang Rail Line

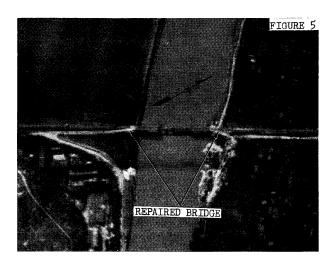
NAME: Dap Cau RR and Highway Bridge

COORDINATES: 21 12N - 106 05E, XJ 135450

PHOTO REFERENCE:

MAP REFERENCE: JOG (A), 1501, NF 48-11

Photography revealed that the Dap Cau Railroad and Highway Bridge is serviceable to rail traffic. The piers have been repaired and the spans have been replaced. A by-pass bridge is under construction west of the bridge.



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PIR 75037

CIA IMAGERY ANALYSIS DIVISION

ITEM OF INTEREST NO. 1: Hanoi/Dong Hoi Rail Line

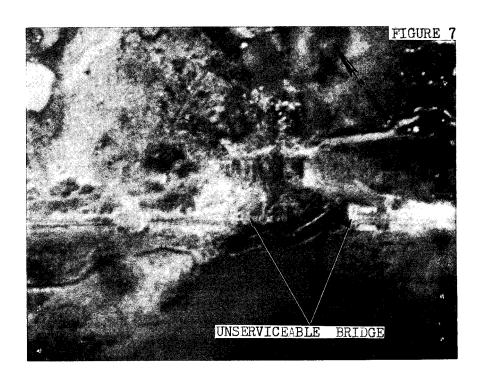
NAME: Dong Ca Thon RR Bridge

COORDINATES: 17 53N - 106 OLE XE 078787

PHOTO REFERENCE:

MAP REFERENCE: JOG (A), 1501, NE 48-11

Photography revealed that the Dong Ca Thon Railroad Bridge is unserviceable. Three spans have been dropped and two piers destroyed.



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CIA IMAGERY ANALYSIS DIVISION

ITEM OF INTEREST NO. 2: Hanoi/Dong Hoi Rail Line

NAME: Trai Tran Xom RR Bridge

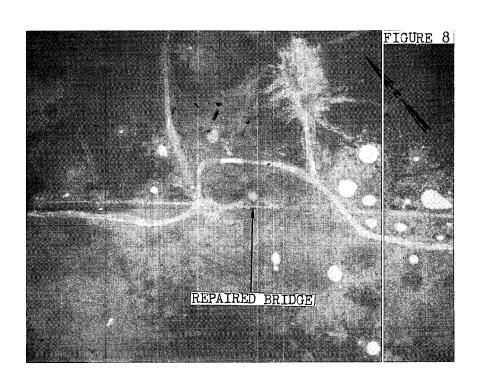
BE: NA

COORDINATES: 18 05N - 105 48E, WE 850993

PHOTO REFERENCE:

MAP REFERENCE: JOG (A), 1501, NF 48-7

Photography revealed that the Trai Tran Xom Railroad Bridge has been repaired and 1s serviceable.



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PIR 75037

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CIA IMAGERY ANALYSIS DIVISION

ITEM OF INTEREST NO. 3: Hanoi/Dong Hoi Rail Line

NAME: Dong Bai RR By-pass Bridge

COORDINATES: 18 09N - 105 43E, WF 763083

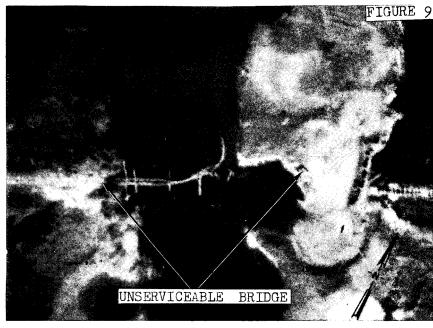
PHOTO REFERENCE:

MAP REFERENCE: JOG (A), 1501, NE 48-7

Photography revealed that the Dong Bai Railroad By-pass Bridge is unserviceable. All nine spans and five of the piers have been destroyed. Three piers are severely damaged.

Analysis of post-strike photography of this bridge poses a problem which has not been resolved. Previously analyzed bridges along this line have utilized probable wood beams spanning "A frame" supports. The above photograph indicates that two structural components which appear to have the thickness of beams have been plastically deformed in a manner that would imply that they are composed of metal (i.e., steel). The following alternatives are presented: (1) the "beams" are composed of steel; (2) the rails were bolted to wooden beams and both the rail and wooden beams were deformed as a unit (this implies extensive shattering of the wood; (3) the "beams" are actually rails whose image has been subjected to halation. This effect would substantially "thicken" the image 's width. This alternative implies that the wooden beams have "fallen away" from the rail.

Only higher resolution photography will resolve this problem.



- 11 -

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CIA IMAGERY ANALYSIS DIVISION

ITEM OF INTEREST NO. 4: Hanoi/Dong Hoi Rail Line

NAME: Hoa Duyot RR Bridge

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BE:

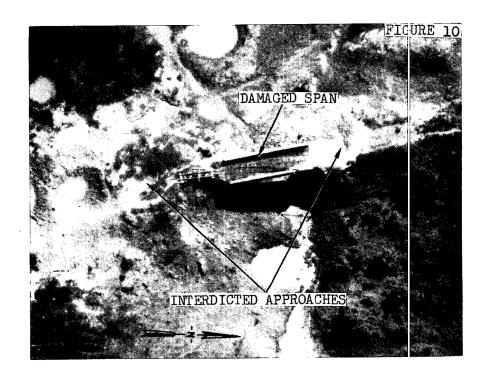
COORDINATES: 18 22N - 105 37E, WF 648317

25X1 PHOTO REFERENCE:

MAP REFERENCE: AMS L509, NE 48-7

25X1

Photography revealed that the Hoa Duyot Railroad Bridge remaings unserviceable partially damaged and both approaches interdicted.



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CIA IMAGERY ANALYSIS DIVISION

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ITEM OF INTEREST NO. 5: Hanoi/Dong Hoi Rail Line

NAME: Phu-Cu RR Bridge

BE:

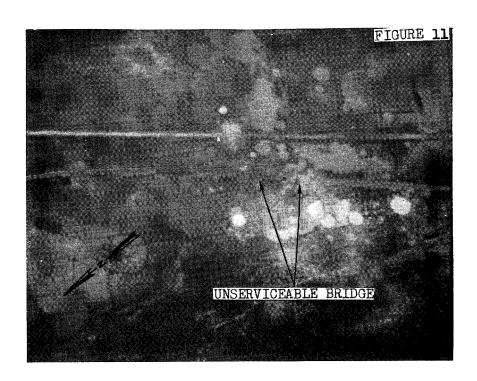
COORDINATES: 19 22N - 105 44E, WG 780429

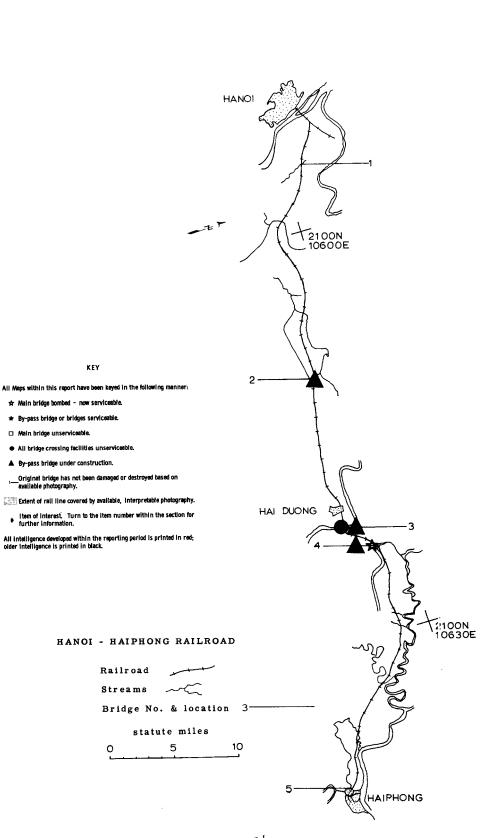
PHOTO REFERENCE:

MAP REFERENCE: JOG (A), 1501, NE 48-3

Photography revealed that the Phu Cu Railroad Bridge is unserviceable. One span has been dropped, one abutment damaged and the south approach cratered.

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KEY

Railroad

☆ Main bridge bombed - now serviceable. * By-pass bridge or bridges serviceable. Main bridge unserviceable.

 All bridge crossing facilities unserviceable. ▲ By-pass bridge under construction.

-14-

KEY

All Maps within this report have been keyed in the following manner:

- ★ Main bridge bombed now serviceable.
- By-pass bridge or bridges serviceable.
- ☐ Main bridge unserviceable.
- All bridge crossing facilities unserviceable.
- By-pass bridge under construction.
- $^{\rm 1}$ Original bridge has not been damaged or destroyed based on available photography.
- Extent of rail line covered by available, interpretable photography.
- Item of interest. Turn to the item number within the section for further information.

